

**May 17, 2007
OPEN HOUSE SUMMARY**

State Route 801

Proposed Loop 303 to Proposed Loop 202

**Maricopa County, Arizona
TRACS No. 801 MA 000 H6876 01L
Project No. STP-010-B(ARG)**

**PREPARED FOR:
Arizona Department of Transportation**



**PREPARED BY:
Policy Development Group, Inc.
3636 N. Central Avenue, Ste. 590
Phoenix, AZ 85012**

**HDR Engineering, Inc.
3200 E. Camelback Road, Ste. 350
Phoenix, AZ 85018**

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1.0 INTRODUCTION

The Arizona Department of Transportation, in cooperation with the Federal Highway Administration, has been conducting a study for a proposed east/west freeway in western Maricopa County, Arizona. The proposed freeway, State Route 801 (SR 801), would provide an east/west route in addition to Interstate 10 (I-10). The proposed SR 801 would connect the proposed Loop 303 and the proposed Loop 202 South Mountain freeways.

The study area boundary includes Jackrabbit Trail to the west, 51st Avenue to the east, Lower Buckeye Road to the north, and the northern limits of the Salt and Gila rivers to the south (Figure 1).

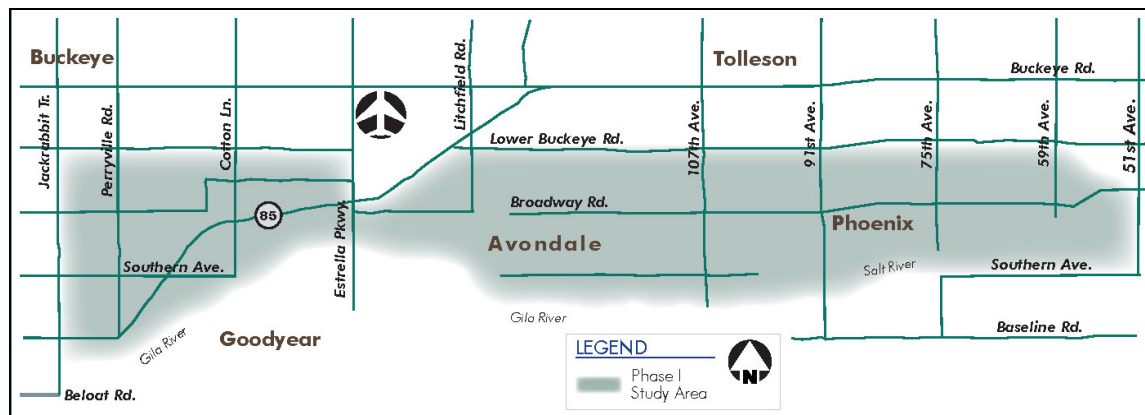


Figure 1 – Study Area Map

ADOT and FHWA held one agency information meeting and two public information meetings in September 2005. The purpose of these meetings was to inform agencies and the public about the study, and provide the opportunity for questions and comments. A total of 183 individuals signed in at these three meetings. Specific information regarding these meetings can be found in the State Route 801 Public Information Meetings Draft Comment Summary Report, December 19, 2005.

In March 2006, ADOT and FHWA held one agency and two public scoping meetings for the study. The purpose of these meetings was to update the public regarding the study, present the three proposed corridors (Figure 2), and provide the opportunity for the agencies and public to ask questions and comment. A total of 279 individuals signed in at these three meetings. Specific information regarding these meetings can be found in the State Route 801 Draft Agency and Scoping Meeting Summary, August 2006.

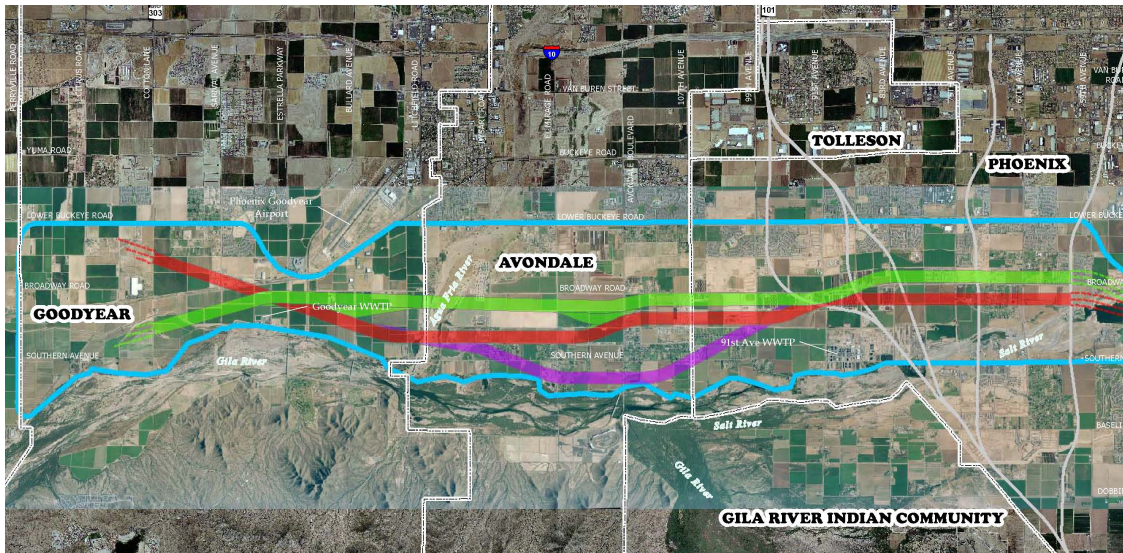


Figure 2 –Proposed corridors (March 2006)

After the March 2006 public meetings, the study team began evaluating the three proposed corridors in detail. During the evaluation, six issues were identified that required the team to expand the original 1,000 foot corridors (Figure 3). The corridors were expanded:

1. To avoid physical engineering constraints.
2. To designate potential areas for future drainage infrastructure.
3. To create sufficient, safe distance between potential interchanges and local streets.
4. To reflect input from local cities requesting the analysis of expanded alignments.
5. For proposed SR 801 interchange considerations.
6. For proposed Loop 303 interchange considerations.

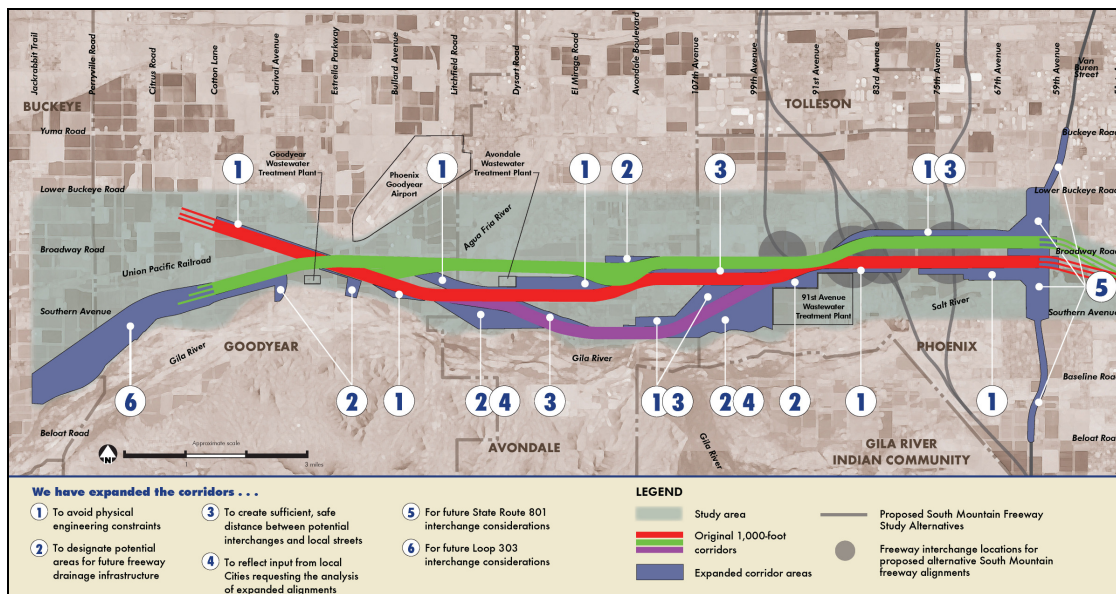


Figure 3 – Expanded corridors

On May 17, 2007, ADOT and FHWA held an open house for the study at the Desert Edge High School, located at 15778 West Yuma Road in Goodyear, Arizona. The purpose of the open house was to present the north, south, and no build alternatives that are being considered for further study (Figure 4) and to gather public input. A total of 113 individuals signed in at this meeting. Copies of the completed sign-in sheets are attached (Appendix A).

Figure 4 –North and south alternatives (May 2007)

The meeting began in an open house format, followed by a PowerPoint presentation by the study team. During the presentation, a study team member gave a brief study update, described the study process, presented a graphical history of the evolution of the study alternatives, and addressed the next steps. A copy of the presentation is attached (Appendix C). Following the presentation, there was a brief question-and-answer session where the audience submitted questions and comments for a response from the study team. A list of the questions and responses from this session is summarized in section 3.1 of this document. A copy of each of the completed presentation question cards is attached (Appendix D). After the question-and-answer session, the meeting returned to the open house format.

ADOT used a variety of techniques to publicize the study and the open house to the public. This information was announced through a bilingual study information flier/door hanger, bilingual newspaper display advertisements, media briefing and advisory, and ADOT's study Web site.

2.1 Informational Fliers/Door Hangers

The study team prepared and distributed an informational flier/door hanger to interested parties, residences, and businesses within the study area. The flier/door hanger included a study update, map with the north and south alternatives, information about how the public can participate, open house information, and contact information. The flier/door hanger was double-sided and included the same information in English and Spanish.

The flier/door hanger was distributed to approximately 9,000 homes and businesses on April 26 and 27, 2007. The distribution area limits were the north boundary of the Salt and Gila rivers to Lower Buckeye Road, and Perryville Road to 51st Avenue. This item was also mailed to 501 individuals on the study mailing list by the U.S. Postal Service. A copy of the information flier/door hanger is attached (Appendix E).

2.2 Newspaper Display Advertisements

Quarter-page newspaper display advertisements describing the study and inviting the public to the open house were published in six local newspapers. Display advertisements were placed in the *Buckeye Sun* on May 2 and 9, 2007, in the *Buckeye Valley News* on May 3 and 10, *Arizona Republic* Community Section Zones 4 and 5 on May 4 and 11, in the *West Valley View* on May 4 and 11, and in the Spanish newspapers *Presna Hispana* on May 2 and 9, and *La Voz* on May 2 and 9. A copy of each of the newspaper display advertisements is attached (Appendix F).

2.3 Media Coordination

There were a number of coordination efforts with the media to publicize the study prior to the open house. They included the following:

On May 10, 2007, Brent Whiting of the *Arizona Republic* inquired about the proposed north and south alternatives. ADOT's Communication and Community Partnerships' representative, Diane D'Angelo, referred Mr. Whiting to the study Web site, instructed him on how to find information on the site, and promoted the May 17 open house.

On May 14, 2007, Eli Arnold of the *Arizona Republic* contacted ADOT about information regarding the May 17 open house. Doug Nintzel with ADOT CCP, discussed the two alternatives for this potential freeway in the West Valley. He also said ADOT is working to establish a final alignment now to reduce conflicts with future development, even though the freeway isn't scheduled for construction until after 2020.

On May 18, 2007, Rebecca Allen of the *West Valley View* inquired about the May 17 open house. Diane D'Angelo provided Ms. Allen with the presentation materials and informed her that citizens would be able to submit comments until June 15.

On May 21, 2007, Frank Morris of the *West Valley View* asked about the proposed alignments. Diane D'Angelo provided an overview and oriented Mr. Morris on the use of the study Web site to locate further project information. She added that the public is encouraged to comment on the alignment options until June 15.

Four newspaper articles were published by the Arizona Republic. The headlines were “Cities assert preference for location of freeway” (April 3, 2007), “Avondale worried route will bisect city” (March 30, 2007), “Officials will meet to discuss freeway alternative to I-10” (May 15, 2007), and “Residents concerned over proposed freeway path” (May 18, 2007). A copy of each of these newspaper articles is attached (Appendix G).

2.4 Study Web Site

The Arizona Department of Transportation maintains the study Web site located at: <www.azdot.gov/valleyfreeways>. The Web site is regularly updated with the latest study information. A notice announcing the open house and giving meeting information was placed on the Web site on May 3, 2007.

3.0 OPEN HOUSE

3.1 Question and Answer Session

After the open house presentation, a question-and-answer session was held for meeting attendees to provide verbal comments and inquire about the study. The study team fielded questions and comments from meeting attendees, while agency staff members provided supplemental information as needed. To ensure a clear and accurate record, the comments and questions were recorded in writing as stated. The study team responded to a number of questions during the meeting; however, several questions were not answered. In order to provide responses to those unanswered questions, the study team drafted responses and sent this information to all meeting attendees via e-newsletter and U.S. Postal Service.

The following section includes the public’s questions and comments received and responded to during the open house and those responded to following the public meeting. The questions are arranged by topic.

Communication

Question (Q): Are developers being forewarned and will new homeowners in these areas be given notice of the freeway?

Answer (A): When developers have notified the study team of their plans or other development planning information has become available, the study team has worked with developers in the study area to make them aware of the proposed SR 801. At this time, the Arizona Department of Transportation is unable to restrict the areas in which developers are building. If a decision is made to construct this freeway, and the right-of-way is purchased by ADOT, then ADOT will not allow development in the right-of-way areas that have been purchased for this freeway.

The cities have been asked by ADOT to follow the Red Letter process: if a developer or property owner contacts the City’s or County’s Planning and Zoning department with a plan to build on or re-zone their property, they are asked to contact ADOT to get further information.

Development

Q: How will this affect the new King Ranch development being built on land south of Maricopa County Route 85 between Estrella Parkway and Cotton Lane?

A: King Ranch is located on the south side of the Gila River around Cotton Lane. State Route 801 is proposed to be located about 2,000 feet north of the Gila River so there would be no direct impacts. The King Ranch developers are aware of the proposed SR 801.

Disclosure of Freeway Information

Q: If we go to sell our home, do we have to notify any buyer of the questionable freeway coming through or near our home? Please answer as if we know for sure we are in a buy out area and as if the route is not chosen yet (selling house within several months say).

A: While a homeowner may not be legally required to advise a potential buyer of a freeway proposal, it is suggested that you notify the buyer of the situation and refer them to contact Nan Wilcox with the ADOT Right-of-Way Group at 602.712.6126 for more information. However, a real estate licensee must disclose this information to a potential buyer if he or she has knowledge. If the freeway's route has been formally determined, the seller must disclose this to the buyer before the transaction takes place. In any case, sellers should seek legal advice regarding this issue.

Q: If we have property along either route and we want to sell it, at what point must we disclose the coming SR 801?

A: While a homeowner may not be legally required to advise a potential buyer of a freeway proposal, it is suggested that you notify the buyer of the situation and refer them to contact Nan Wilcox with the ADOT Right-of-Way Group at 602.712.6126 for more information. However, a real estate licensee must disclose this information to a potential buyer if he or she has knowledge. If the freeway's route has been formally determined, the seller must disclose this to the buyer before the transaction takes place. In any case, sellers should seek legal advice regarding this issue.

Funding

Q: Have you received funds from the "slush fund" to build this freeway?

A: At this time, no Statewide Transportation Acceleration Needs money has been allocated by the Arizona Legislature for this potential project.

Q: Taxpayers will fund the SR 801. How much more will it cost between the two alignments?

A: The exact cost difference is not yet known. However, preliminary estimates indicate that the southern alternative will cost about eight to ten percent more than the northern alternative. This amount could change, depending on the study team's continued analysis of the proposed project.

Local Government

Q: What is the best method of letting the City of Avondale and other governments know what our wishes are about the route of SR 801?

A: The best way to inform local elected officials representing your area is to use the following contact information:

City of Avondale

City Council
11465 West Civic Center Drive
Avondale, AZ 85323
Phone: 623-478-3016
www.ci.avondale.az.us

City of Tolleson

City Council
9555 West Van Buren Street
Tolleson, AZ 85353
Phone: 623-936-7111
www.tollesonaz.org

City of Goodyear

City Council
PO Box 5100
Goodyear, AZ 85338
Phone: 623-932-3910
www.ci.goodyear.az.us

Maricopa County

Board of Supervisors
301 West Jefferson Street, 10th Floor
Phoenix, AZ 85003
Phone: 602-506-3415
www.maricopa.gov

City of Phoenix

City Council
200 West Washington Street, 11th Floor
Phoenix, AZ 85003
Phone: 602-262-7029
www.phoenix.gov

Town of Buckeye

Town Council
100 North Apache Road
Buckeye, AZ 85326
Phone: 623-349-6000
www.buckeyeaz.gov

Q: Where are our representatives that sat on the Maricopa Association of Governments Regional Council? Marie Lopez Rogers, Mary Rose Wilcox? If they spoke for us at the meetings they should be here for our questions and concerns.

A: ADOT, working in collaboration with the Federal Highway Administration and the Maricopa Association of Governments, will make the decision whether this proposed freeway will be built and, if so, what route it will follow. Input from members of the community, local leaders, government officials, business owners, environmental advocates and others are all considered part of the decision making process. A wide range of factors are considered in the decisions ADOT faces for this, and any other, proposed new freeway.

Q: Why should the cities of Avondale and Phoenix have a say about which route is taken? Why should the cities of Avondale and Phoenix be able to let developers build on the northern route? They are more concerned about their cities growing, at the expense of existing communities on the southern route.

A: As part of the study process, a proposed freeway must consider how it fits with the local governments' general plans and planned land use. The study process also attempts to find solutions that local governments support.

Q: Does ADOT work with [Maricopa] County? If so, is there a restriction on building permits on the SR 801 route?

A: Yes, ADOT coordinates with Maricopa County. Maricopa County, along with all the cities in the study area, participate in what is called the Red Letter process: if a developer or property owner contacts the city's or county's planning and zoning department with a plan to build on or re-zone their property, they are asked to contact ADOT to get further information. When a planned development is proposed within the county (or city) and this development is within a quarter mile of a planned or existing ADOT freeway, ADOT is normally asked to comment on the proposal. If the proposal conflicts with ADOT's planned work, then ADOT may elect to act on this information. However, ADOT cannot restrict or hinder any developments unless ADOT is willing to compensate landowners accordingly.

Other Options

Q: Why not think of long-term solutions? Widen Interstate 10, light rail, more transit.

A: The Regional Transportation Plan is a multi-modal transportation plan. Highways, local streets, buses and light rail are integrated into this plan. Even with the planned transit enhancements, the upcoming widening of I-10 and the local street network enhancements (which are part of the Regional Transportation Plan), SR 801 is needed to handle the anticipated growth in the West Valley.

Q: Why don't you just widen Buckeye Road or acquire it for the freeway? It follows the same path.

A: Buckeye Road is only about 2 miles south of I-10. One of the main goals of SR 801 is to provide a second freeway designed to ease traffic congestion on I-10. To do this in an efficient manner, I-10 and the SR 801 need to be separated by at least 3 miles. This is why the north study boundary is located at Lower Buckeye Road. Anything north of Lower Buckeye Road would not meet the needs of the traveling public.

Proposed Freeway Alignment

Q: Wouldn't the southern alignment significantly impact wildlife in the river bottom?

A: At this stage in developing the environmental assessment, it has not been determined to what extent the southern alternative might impact wildlife in the Gila River. The study team is assessing each alternative to help determine if impacts would occur. Part of the analysis will include public input received during the May 17, 2007 open house, which will be addressed in the assessment.

Q: What happens to the bird sanctuary if the southern route is chosen?

A: At this stage in developing the environmental assessment, it has not been determined if the southern alternative would or would not impact birds that inhabit the area south of the proposed southern alternative. The study team is assessing each alternative to help determine if impacts would occur. Part of the analysis will include public input received during the May 17, 2007 open house, which will be addressed in the assessment.

Q: Is this final? Is there a chance that it will not be built?

A: The no-build alternative is one option that is being considered. The Draft Environmental Assessment will evaluate both the no-build and build alternatives.

Q: The southern route will cost more money, why would they spend the extra? Few houses on Broadway. But development proposal giving Avondale tax advantage. Is that reason enough to pay extra?

A: This study evaluates 33 different factors for the selection of a preferred solution. Construction and right-of-way costs are two of these factors. Impacts to both existing and planned homes represent two additional factors. While these four factors are clearly important, they need to be considered in the context of the other 29 criteria. It is not uncommon to select an option that is more expensive than another, but there would need to be a compelling reason to do so.

Q: Why take the northern route if it costs more?

A: This study evaluates 33 different factors for the selection of a preferred solution. Construction and right-of-way costs are two of these factors. Impacts to both existing and planned homes represent two additional factors. While these four factors are clearly important, they need to be considered in the context of the other 29 criteria. It is not uncommon to select an option that is more expensive than another, but there would need to be a compelling reason to do so.

Q: Why can't you move the north proposal from 91st, south under the 500 line to Litchfield and bring it back up? 91st to Litchfield is alfalfa fields, a condemned trailer park, and desert.

A: Feasible and prudent alternatives must be taken to avoid a historic farmstead in the area you are referring, due to Federal Highway Administration regulations. This option would impact that site. In addition, impacts would occur on the planned Durango Regional Conveyance Channel and Basin site near Dysart Road.

Q: Why don't you take an informal vote here to see which plan the people prefer? A simple show of hands?

A: The intent of this meeting is to find out what people feel about the no build and the north and south alternatives. The study team wants to also know the reasoning behind the choice that each person is backing. Because of this, we are asking that people give us their feedback.

Right-of-Way Acquisition

Q: Will we be notified in writing (or what method will be used) if our land is acquired?

A: When ADOT receives approval from the Arizona State Transportation Board to purchase certain parcels for a certain segment of freeway, each individual land owner (record owner) will receive a letter announcing ADOT's intentions for appraisal and acquisition.

Q: Can we refuse to give up our place?

A: According to the laws that govern eminent domain, If a project meets the need and necessity for the public good and a property owner refuses to sell, then ADOT has the right to condemn the property.

Q: Right-of-way – when and how do you choose where?

A: Should a build alternative be selected, ADOT will have identified all the specific parcels needed for the freeway construction by mid 2009.

Q: [2008-2015] Right-of-way versus 2023 acquisitions? Explain timing. Bottom line. How does this effect my property price-value and when (date) of property value?

A: Should a build alternative be selected, during the 2008-2015 timeframe ADOT will prepare right-of-way plans that show how much of each parcel will be required, total or partial. The first acquisitions would be the parcels with pending development plans and building permits. ADOT would then address the second priority parcels that do not have pending development plans, but are total acquisitions. The last parcels to be acquired would be those that are partial acquisitions.

The land will be valued as of the date of the appraisal or date of value. ADOT will hire an independent appraiser to determine a property's value. This would include the value of any structures located on the property. The appraiser will determine the value based on the day that he or she completes the appraisal. This is not to say that the appraised value versus the purchased value can never change, but the change must be justified. If the property owner disagrees with the independent appraiser's property value determination, the property owner may hire his or her own appraiser to assess the value. The appraisal must be done by an appraiser that is familiar with eminent domain procedures and appraisals.

Q: When you begin to acquire land for the proposed SR 801, at what end will you begin? East side or west?

A: For the entire corridor, construction sequencing, as defined in the Design Concept Report's Implementation Plan, will determine which parcels will be needed first.

Q: Isn't it true that the northern route will take more homes by the time right-of-way is taken based on your current acquisition schedule than the south?

A: At this time, the north alternative would impact more planned homes and fewer existing homes. The south alternative would impact more existing homes and fewer planned homes.

Q: What factors determine early acquisition versus later acquisition? Landowner's choice?

A: In general, an owner cannot select when the property will be acquired. ADOT sets priorities based on the planning, the location of the parcels, and whether funding is available. As soon as there are viable right-of-way plans and funding is available to purchase properties, ADOT begins scheduling appraisals and closing escrows. ADOT will then manage these properties until construction begins.

Q: What determines what land is acquired first?

A: Once there are viable right-of-way plans and funding is available to purchase properties, total parcel acquisitions would be the first priority. Businesses and residential parcels that are occupied and in need of relocation would most likely be the next priority, if they are total acquisitions. The last properties to be acquired would be those that are partial acquisitions.

Depending on the timing of the right-of-way plans and availability of funding, it is possible that all parcels could be purchased by 2015.

For the entire corridor, construction sequencing, as defined in the Design Concept Report's implementation plan, will determine which parcels will be needed first.

Q: If your home is not in the study shaded area, does this mean you are not being studied at this point?

A: Generally, this is correct.

Schedule

Q: When is the final route picked for SR 801 – what date? When will notices be sent out notifying residents in the SR 801 buy out area that they will be losing their homes? If not actual dates (month or such), how about a guesstimate?

A: It is anticipated that a recommended alternative will be selected by late summer 2007.¹ ADOT will publicize this information.

As soon as ADOT has a date of public knowledge (acceptance by the Federal Highway Administration) and right-of-way plans, each parcel or group of parcels will be designated for a resolution indicating the intent for acquisition, which will be reviewed by the Arizona State Transportation Board. When the Board has approved this resolution for acquisition, ADOT will notify each property owner of their intent to appraise and acquire their property. The Board resolution is public information and ADOT will mail letters to each affected land owner indicating the intention to appraise and acquire their property.

Miscellaneous

Q: Why is quality of life and open areas not important?

A: The study team is considering social and land-use conditions as part of the environmental assessment. Part of the analysis will include public input received, which will be addressed in the assessment.

Q: What happens if the Loop 202 (South Mountain Freeway) does not get built on its current desired alignment?

A: If the proposed South Mountain Freeway is not built, the proposed SR 801 plan is not automatically eliminated. However, SR 801 will have to be restudied to decide if, how and where it would connect on the eastern end. A logical terminus is required to build

¹ ADOT has determined that further analysis will be required prior to making a decision regarding the recommended alternative.

this freeway. In other words, SR 801 cannot just end and cause freeway traffic to be routed into surface streets. It would need to connect to a similar type roadway.

Q: What good does it do to build a freeway that connects with another that by ADOT's own model in many situations will not be effective at moving traffic during peak hours?

A: The study team is interpreting that this comment refers to the proposed SR 801 connecting to the proposed Loop 202.

Both the SR 801 and the Loop 202 are integral pieces of the voter approved comprehensive Regional Transportation Plan. The RTP includes both vehicular and transit elements. The vehicular system has two tiers: freeways, which serve as the backbone, and surface streets, which deliver vehicles to and from their destinations. Both are equally important in delivering a functioning comprehensive regional transportation solution to this rapidly growing area. The Maricopa Association of Governments traffic models have validated this assertion.

In accordance with standard planning practices, ADOT has demonstrated that the Loop 202 would function in an acceptable fashion during the 20-year time horizon typically used for the planning of all new freeway construction projects. Typically, as a freeway in a fast growing urban area nears the end of this 20-year time horizon, traffic slowdowns are anticipated to occur in certain sections of the freeway for certain times of the day, typically the peak commuting hours. This is fully expected and does not indicate a fatal flaw in the freeway planning. In fact, this is the standard freeway planning approach. It is uneconomical to build a freeway to operate in free-flow conditions for 25+ years. In 20 years, operational issues that do begin to appear are typically addressed with freeway modifications and/or alterations aimed at improving efficiency or expanding capacity. Also worth noting is that every vehicle that uses the freeway is one less vehicle using the surface street system. This is critical for keeping the local transportation infrastructure operating in an acceptable fashion.

Q: Doesn't ADOT think that building more freeways will continue the pattern of residential growth causing homeowners to have a longer commute to their jobs?

A: The Arizona Department of Transportation does not have control over the use of land. While new freeways are planned, the lack of existing transportation corridors has not appeared to slow growth in the West Valley. When making land-use decisions, ADOT would hope that municipal planning bodies take into consideration such quality of life issues like distance to employment centers, commuting time, mass transit opportunities and environmental impacts. The reality is that the Valley is one of the fastest growing metropolitan regions in the nation; the population of Maricopa County will double in 20 years, but the existing infrastructure for transportation is not able to appropriately handle the needs of the 3.5 million residents in the Valley today.

Q: Has Interstate 10 widening been funded? When will it begin?

A: The Interstate 10 widening project is one of several projects proposed to improve regional traffic flow in the West Valley following voter approval of the Regional Transportation Plan in 2004. Construction for the first phase of this project (Sarival Avenue to Loop 101) is estimated to begin in fall 2007 and would include:

- Adding one general purpose lane in each direction and one high-occupancy vehicle lane in each direction in the median of I-10
- Adding one general purpose lane and one auxiliary lane in each direction adjacent to the existing I-10 outside general purpose lanes

The funding for the construction of the first phase of the I-10 widening project was accelerated in April 2006, with the approval from the MAG Regional Council, which consists of all Valley mayors.

Another segment of I-10 will now be widened as part of the first phase, which is sooner than initially planned, due to the acceleration of funds in December 2006 by the Arizona Legislature. This construction (Verrado Way to Sarival Avenue) is estimated to begin in late 2008 and would include:

- Adding one general purpose lane in each direction in the median

Construction for the second phase of the I-10 Widening project (State Route 85 to Verrado Way) is estimated to begin in 2023 and would include:

- Adding one general purpose lane in each direction in the median of I-10

The area on I-10 located between Sarival Avenue and Citrus Road is currently under study as part of the proposed I-10/Loop 303 interchange.

Q: Doesn't ADOT think that building more freeways will continue the pattern of residential growth causing homeowners to have a longer commute to their jobs?

A: The Arizona Department of Transportation does not have control over the use of land. While new freeways are planned, the lack of existing transportation corridors has not appeared to slow growth in the West Valley. When making land-use decisions, ADOT would hope that municipal planning bodies take into consideration such quality of life issues like distance to employment centers, commuting time, mass transit opportunities and environmental impacts. The reality is that the Valley is one of the fastest growing metropolitan regions in the nation; the population of Maricopa County will double in 20 years, but the existing infrastructure for transportation is not able to appropriately handle the needs of the 3.5 million residents in the Valley today.

Q: Is funding available for widening Interstate 10? When will construction begin?

A: The Interstate 10 widening project is one of several projects proposed to improve regional traffic flow in the West Valley following voter approval of the Regional Transportation Plan in 2004. Construction for the first phase of this project (Sarival Avenue to Loop 101) is estimated to begin in fall 2007 and would include:

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- Adding one general purpose lane in each direction in the median of I-10

The area on I-10 located between Sarival Avenue and Citrus Road is currently under study as part of the proposed I-10/Loop 303 interchange.

Q: How will ADOT address increased truck traffic on I-10 when Mexican trucks are using this route?

A: At this time, commercial trucks from Mexico are not allowed this far north on the U.S. highway system. This may change in the future. The Maricopa Association of Governments and the State Transportation Board has addressed the truck traffic issue on I-10 through Phoenix by adopting the CANAMEX corridor around Phoenix, routing across I-18 to SR 85.

3.2 Comment Forms Received

Comment forms were distributed to meeting attendees at the open house. Meeting attendees were encouraged to complete and submit comment forms to the study team by June 18, 2007. Comment forms were received from fifteen individuals. Comments received during the 30-day comment period along with complete responses are summarized in Table 1 and arranged by category. A copy of each of the completed comment forms is attached (Appendix H).

Table 1: Comments on Comment Forms

Issue	Comment	Response
Support for North Alternative	[North Alternative] Nice straight alignment. Less money. Home being built in or near north alignment when builder knew about freeway. Not fair to people around southern alignment. Most have lived there for years. Plans are being made now to fill the north alternative full of homes. Do they know something the average home owner does not? Keep the freeway by the big power lines. No one needs to live near them. [South alternative] will displace more homes. New homes are being built in north alternative area when builders knew this was possible. Holly Acres will be bought out, these people should have priority. Cost more, as freeway longer. The freeway will ruin part of west Southern Ave. The idea of Rio Salado was to enhance the beauty of the river, not destroy with a freeway. The southern route will ruin the beauty of the Estrella Mountains. We only have a few mountains. Don't destroy it with pollution from vehicles. Give some space for the habitat, including me to breathe.	Your preference has been noted in the project record.
	The northern route is better because it will have less impact on the rivers. But where do we go with our 2 cows. We had to leave Lehi because of the 202, now this! Leave a few county islands, please.	Your preference has been noted in the project record.
	[North Alternative] First it would be less cost for ADOT, less money from our taxes. Second, as a property owner at Farmington Glen (north side) would have a freeway at my door way. Yes! [South alternative] Will take longer and will obstruct local traffic longer and will obviously cost more. Take in consideration flood zones due to Gila River close by. No!	Your preference has been noted in the project record.
	Prefer the northern route. Removal of less homes, more direct route. But, 2023 before the first shovel of dirt is turned. Why so far out? We need this freeway now for the West Valley.	Timeframe was established by MAG in RTP.
	Prefer SR 801 N. Alternative route. Shortest point from A to B. Best reasonable plan. Least homes removed. Same corridor as power lines and APS water pipe.	Your preference has been noted in the project record.
	This route [South Alternative] in my opinion, and not just because I live there, is way too close to the river bed. Even with the Tres Rios, the 801 will be at risk for floods from Mother Nature. I've been in the area through 2 El Nino flood years and have seen the fury of the Gila River and when you put the freeway too close to the river any thing can happen. Remember Mill Ave. bridge over 10 (Salt River) was closed because of the floods. I believe this [north alternative] is the best route "currently" for the 801. Seeing as how it is the most direct. runs along the major power lines (which cannot be healthy to live by anyways) and would be the most cost effective to build if farm fields are left where they are and homes and businesses are not allowed to be built up in the 801 ROW. I know Avondale doesn't want to leave vacant land, but it seems like the most logical and cheaper.	Your preference has been noted in the project record.
	This route would be less intrusive to current residents and would cost much less if the right-of-way was purchased now. Could we learn from the South Mtn. ordeal now being played out. Also, this northern route would not effect Tres Rios or other environmental issues along the rivers. [South alternative] is more expensive and more intrusive to current residents.	Your preference has been noted in the project record.
	Use north route. Go north, young man!	Your preference has been noted in the project record.
	Use the north route, it's cheaper.	Your preference has been noted in the project record.

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Table 1: Comments on Comment Forms (continued)

Issue	Comment	Response
Support for North Alternative	Taxpayers will fund SR 801 – a straight line is the shortest distance between two points, the southern alignment is not a straight line and would no doubt cost the taxpayers a lot more money. Therefore, the northern alignment makes more sense. If SR 801 is placed on this alignment [south alternative] it will have a negative impact on any proposed wetland project like Tres Rios.	Your preference has been noted in the project record.
	No on this proposal [south alternative].	Your preference has been noted in the project record.
	[North alternative] Bisects communities, hurts economic development, destroys several newly planned projects and master plans, which will cost millions more if ROW is not reserved immediately. [South alternative] Makes the most long term sense. Though initial impact is great, ultimate economic benefits to each of the communities out weigh costs.	Your preference has been noted in the project record.
	[North alternative] Not so convenient for me. [South alternative] better for me. We live at 99 th , 1/2 mile south of Broadway. We would rather be removed than left next to a freeway.	Your preference has been noted in the project record.
	[North alternative] Radically severs parcels that are constrained by major utilities corridor. [South alternative] Looks considerably less disruptive. Will not cut up upon properties that could be developed.	Your preference has been noted in the project record.
	Long term health effect from the electrical 500 KV power lines, if home versus freeway is built. Already cancer data available – environmental issue.	Your comment has been noted in the project record.
Health	My name is Sandra Ashley and my address is 4635 S. 70th Ave. in Phoenix. I was never notified of this 801. Please let me know what is going to happen.	Sandra Ashley was added to the mailing list.
Public Involvement/ Information	I am very concerned about this freeway. Please keep me informed by letter of any changes or any other meetings. Thanks. Huuver Rosas, 7234 W. Wier Ave., Phx, AZ 85043.	Huuver Rosas was added to the mailing list.
	Right-of-way acquisition costs shown on ADOT display fail to address cost when ROW will be acquired and give a false sense of impact and are self serving ADOT's desire for the north route.	Right-of-way costs shown reflect value of land today with current land use. Study cannot speculate on what land values "might" be in the future.
Right-of-Way Acquisition	Right-of-way acquisition costs shown on ADOT display fail to address cost when ROW will be acquired and give a false sense of impact and are self serving ADOT's desire for the north route.	Right-of-way costs shown reflect value of land today with current land use. Study cannot speculate on what land values "might be" in the future.

3.3 E-mail Comments

In addition to voicing questions and comments at the open house and submitting comment forms, meeting attendees had the opportunity to provide comments to the study team by e-mail. Seven e-mailed comments were received from the public. A summary of the e-mailed public comments received and responses to these comments are provided in Table 2 and arranged by category. A copy of each of the e-mails sent to the study team is attached (Appendix I).

Table 2: Comments by E-mail

Issue	Comment	Response
Support for North Alternative	<p>We are residents who live along Southern Avenue in the area of the proposed southern route for State Route 801. On May 17, 2007 we attended ADOT's State Route 801 study meeting at Desert Edge High School. There are now two possible routes being considered: a northern alignment just south of Broadway Rd. and a southern alignment just north of the Gila River.</p> <p>The city of Avondale strongly favors the southern route because the northern route would "bisect the city." Translation: the freeway would interfere with future development and revenue for Avondale.</p> <p>ADOT was very clear in saying that the southern alignment would displace more homes, cost millions upon millions more, and add over a mile of freeway. The southern route will take a dip south and run right along the banks of the river, consequently wiping out what little rural community there is left and adversely affecting the wildlife in the Gila. ADOT was also clear that the municipal government is speaking louder than the citizens. As citizens, we are addressing this letter to you to let you know that we are opposed to the southern alignment, and the City of Avondale shouldn't have an advantage in helping to make this decision just because their voice is louder, especially since much of the land being considered is in the County not the City.</p> <p>The northern route would be more appropriate and displace fewer residents. Many miles of the northern route lay within a designated utility route that already includes power lines and underground water line which goes to the Palo Verde Nuclear Plant. Since this area is already a designated utility route, this would be an appropriate location for the freeway.</p> <p>Our homes will be completely destroyed or adversely affected if the freeway is built on the southern route. Our family, like many others that live in the southern area, have lived on and farmed this land for generations. We chose the rural life style where your neighbors are not an arms-length away, where we can raise farm animals without complaints from subdivisions, and continue to farm the land homesteaded by our grandfathers.</p>	<p>SR 801 (proposed Loop 303 to proposed Loop 202) study began in summer 2005 with the data gathering process for the environmental and engineering portion of the study. The study team is still evaluating the various elements associated with the north and south alternatives. They include:</p> <ul style="list-style-type: none"> ▪ Community input ▪ Cost and right-of-way ▪ Engineering elements (such as drainage implications and traffic operation projections) ▪ Environmental elements (such as biology and cultural resource impacts and air quality concerns) <p>The Draft Environmental Assessment is tentatively scheduled to be completed and available for public review in early 2008. A public hearing will be held at this time. It is estimated that the Final Environmental Assessment will be completed in the summer of 2008, along with the engineering planning study. It is anticipated that in 2009, the preliminary design would be completed. ADOT would then begin the process of purchasing the necessary right-of-way, should the proposed freeway be approved for construction. This process would take several years since only a certain amount of money is funded each year for property acquisition. The proposed SR 801 Freeway (proposed Loop 303 to proposed Loop 202) is funded for construction in years 2021-2025, based on current Maricopa Association of Government timelines.</p>

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Table 2: Comments by E-mail (continued)

Issue	Comment	Response
Support for North Alternative (continued)	<p>My address is 11201 W. Hidalgo Ave, so I am 1 block north of Southern Ave. in the area you would run the 801 if you choose the Southern Rte. I would like to voice my recommendation for choosing the northern option along Broadway Ave. (which still is not that far from me). First of all while Avondale is concerned about the planned Lakin Ranch development that development has not yet completed its planning, much less build anything. Consequently, going along Broadway would be disrupting current homes and businesses there because there aren't any or they are already subject to demolition. In addition, in my driving Broadway there remains the most undeveloped land going that route and so would disrupt fewer people. It is also a less complicated and straightforward route. In addition, the southern route runs counter intuitive to the already planned and in development Tres Rios River project which includes a recreational area with walking and riding trails and also wildlife enhancement. While adjustments for wildlife crossing the highway may be made the area is also planned to attract birds they do not mix with a high speed highway... it creates a hazard to them and the drivers. The southern route is also adjacent to a regional park that the highway would also disrupt. The money being spent to enhance the river area and make it an attraction for Avondale as well as other will counteracted by a highway with its noise, pollution, lights and concrete. In addition, replacing the many rural residences along Southern Ave. will be difficult because such properties are becoming less and less available. I for example have 14 animals, finding a similar irrigated property will be next to impossible even if I could afford it. So I believe it will be a bigger quality of life issues for us than those living in developments – of which there are so many to choose from. So I strongly recommend that ADOT choose the least disruptive route and for the future a route that won't destroy a very big draw to the entire river reclamation projects.</p>	<p><i>This person sent an e-mail to the study team after a telephone conversation with ADOT CCP's project manager Tim Tait.</i></p> <p>Your preference has been noted in the project record.</p>
Support for South Alternative	<p>I am moving to Tolleson near Broadway this summer. I think ADOT should pick the south alternative along the Gila River. It would cause less homes to be destroyed and prevent property values from dropping since the south route has less residential and commercial properties.</p>	<p>Your preference has been noted in the project record.</p>
Planning	<p>If this freeway is going to be built it should go all the way to I-17 at the Durango curve or Central Ave. If it ends at the South Mountain Freeway you will cause the same bottleneck that occurs at the I-10 Broadway curve. The freeway could be built along the river bed on land that is not used now. This would also help clean up one of the most blighted areas in the city. It could be built as a parkway from 55th Ave. to I-17 or all the way to Central Ave. Don't waste the opportunity to make the southwest Valley a much nicer area.</p>	<p>This phase of SR 801 is studying the connection between the proposed Loop 303 and the proposed Loop 202. This phase is scheduled to be funding for construction as part of Phase 4 of the Regional Transportation Plan for the years 2021-2025 by the Maricopa Association of Governments, the regional transportation planning organization.</p> <p>State Route 801 (proposed Loop 303 to proposed Loop 202) would eventually have connections to the west and east, as funding become available. In the western section, SR 801 is also being studied between SR 85 and the proposed Loop 303. Construction of an interim roadway for this segment is funded for 2023-2025. In the eastern section, SR 801 would connect with the proposed South Mountain Freeway, as you mentioned. The City of Phoenix is studying a proposed roadway called the Avenida Rio Salado, which would continue from the SR 801/South Mountain Freeway connection and continue eastward to 7th Street. The exact alignment and timing of construction has not been determined; however, provisions will be made in the SR 801/South Mountain Freeway interchange design to accommodate a possible future connection to Avenida Rio Salado.</p>

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Table 2: Comments by E-mail (continued)

Issue	Comment	Response
Right-of-Way Acquisition	<p>I am a concerned citizen about this freeway. I received a map in the mail, but would really like to know if my home is affected by it. I live at Broadway and Citrus. Is this going to cross over my house or be the main street to get to my house? The map just shows a "study" area. We just purchased our home and planned on living here a long time, but this may have an affect on us. Any updates or news would be appreciated.</p>	<p>Thank you for sending your address information. It was helpful in identifying how your property relates to the proposed SR 801 alternatives (see attached map). Both of these alternatives share a common alignment in the western and eastern portions of the study area. On the map, this is represented by the green areas. The difference between the north and south alternatives is in the middle section of the study area, represented by the blue and purple segments. Near where you live, the proposed alignment is south of the railroad tracks and Maricopa County Route 85.</p> <p>As you know, a public meeting was held on May 17. The purpose of this informational meeting was to provide an update on the study and show refinements to the alternative corridors that are being carried forward. At this time, the corridor alignment and the associated interchanges have not been finalized. Please visit the project Web site at www.azdot.gov/valleyfreeways for additional study information.</p> <p>The SR 801 (proposed Loop 303 to proposed Loop 202) study began in summer 2005 with the data gathering process for the environmental and engineering portion of the study. The Draft Environmental Assessment is tentatively scheduled to be completed and available for public review in early 2008. A public hearing will be held at this time. It is estimated that the Final Environmental Assessment will be completed in the summer of 2008, along with the engineering planning study. It is anticipated that in 2009, the preliminary design would be completed. ADOT would then begin the process of purchasing the necessary right-of-way. This process would take several years since only a certain amount of money is funded each year for property acquisition. The proposed SR 801 Freeway (proposed Loop 303 to proposed Loop 202) is funded for construction in years 2021-2025, based on current Maricopa Association of Government timelines.</p>

3.4 Telephone Comments

A study information telephone line was established so that members of the public could provide comments by telephone. Ten telephone comments were received from the eight members of the public who called. A summary of the telephone comments received and responses to these comments are provided in Table 3 and are arranged by category. A copy of each of the phone conversation records is attached (Appendix J).

Table 3: Comments by Telephone

Issue	Comment	Response
Support for South Alternative	Caller left a message on the hotline stating she would like to see the 801 placed along Southern Ave. She said that she didn't need a call back that she was going to e-mail this statement also.	Your preference has been noted in the project record.
Public Involvement/ Information	She has been following the 801 and is not able to attend the meeting tonight. She would like a PDF of the new map and the meeting materials that are going to be handed out at the meeting.	The information was forwarded to ADOT CCP.
	He would like to know the status of the SR 801 study (proposed Loop 303 to proposed Loop 202).	He was told that the May 2007 open house displayed the two alternatives (north and south) that the study team was still considering.
	Wants to have a presentation done for Arizona Rock Products wants information on the next meeting.	Brian Bombardier (HDR Engineering) coordinated presentation with ADOT. Mr. Trussell was instructed that the date for the next public meeting is not yet available, but we would be able to add him to the project mailing list so that he will be notified of future project updates or public meetings. He also was told that he could check the study Web site to get project updates and future public meeting announcements as well.
	Her son is deaf and he needs an interpreter for the open house.	HDR Engineering arranged to have a sign language interpreter available for the open house.
	He is writing a story about the 801 for the Arizona Republic and has some questions.	Her information was forwarded to ADOT CCP (Media Relations).
Right-of-Way Acquisition	Wants to know how close to her property will the freeway run and when is it planned for construction.	Should a build alternative be selected, it appears that her property lies outside of the area where right-of-way would be acquired. She was encouraged to call ADOT's Right-of-Way Group at 602.712.7316 for a more detailed analysis. The freeway is planned for construction beginning in 2023-2025.
	Will SR 801 affect my property?	A message was left on voice mail. No response to date.
Schedule	When is the 801 is planned for construction?	The freeway is funded for construction beginning in 2021.

3.5 Fax and Letter Comments

During the 30-day comment period following the open house, comments were also sent to the study team by fax and letter. Five faxes, and a total of forty letters (three individual and thirty seven form) were received from the public. A summary of the faxes and letters received and responses to these comments are provided in Table 4 and arranged by category. A copy of each of the faxes and letters sent to the study team is attached (Appendix K).

Table 4: Comments by Fax and Letter

Issue	Comment	Response
Support for North Alternative	<p>Letter to the editor:</p> <p>I also attended ADOT's State Route 801 study meeting at Desert Edge High School on May 17. I also read Mayor Marie Lopez Rogers' comment on the alignment plans. I was born and have lived in Avondale for 58 years. Avondale officials claim they don't want to split the city again, but the city has always been split up. Before it was the railroad tracks and natural boundary, the river, but I think people are the ones that divide the people, not north and south, east and west, natural barriers or freeways.</p> <p>Has Lakin Ranch Pulte's master plan taken into consideration the smell emitted from the Avondale wastewater plant that hovers over the master-planned development area? Will they inform homebuyers about it?</p> <p>I agree with the opinion in the <i>View</i> on May 22 and ADOT's assessments that the southern alignment would displace more homes, cost millions more and add over a mile of freeway.</p> <p>Avondale official's bottom line is the dollar; no concern about the environmental impact, noise or trash the southern alignment would have on homeowners and the wildlife and river in this area.</p>	<p>Your preference has been noted in the project record.</p>

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Table 4: Comments by Fax and Letter (continued)

Issue	Comment	Response
Support for North Alternative	<p>At a recent meeting with Dan Lance and ADOT's consultants regarding State Route 801 the Arizona Rock Products Association (ARPA) was solicited for input on the northern and southern alignments. The main issue is the impact the southern alignment would have on member holdings adjacent to the river and its impact on the available reserves in the area, an estimated 40% reduction versus the 15% impact of the northern alignment, according to ADOT representatives.</p> <p>Let me begin by saying that we have always felt that ARPA has had a great relationship with ADOT and appreciated the professionalism of Dan's group who, per ARPA's request, set up a special meeting. However, it was on June 26th that ARPA members found out ADOT was planning to forward a recommendation regarding the alignments the second week of July. Surprisingly, we were not informed that this process was in motion and had it not been for a member letting us know what happened at a hearing on May 17th we likely would not have been able to conduct ADOT to set up this meeting to inform many of the affected parties before it was too late to respond. At the meeting we were informed that the comment period had ended, but thankfully ADOT would accept comment until the second week in July. Naturally, our members were concerned with receiving condemnation letters, loss of tremendous reserves in the area and proper valuation of their current and future holdings. The process of assessing both alternatives included a mini economic analysis including right-of-way acquisition costs and ADOT stated there were assumptions made regarding material reserves remaining in the study area. Once again with ADOT desiring to make a recommendation on an alignment within two weeks after our meeting we knew members would have to act quickly. ADOT and their consultants are looking closely at how each alternative would affect the price of materials and what the overall economic impact on the region would be. Based on ADOT's estimates, 7 million tons per year are extracted at a current growth rate of 5%. Further, the study anticipates a 8 to 10 year supply. Therefore, the north would experience an estimated supply loss while the southern alternative, if chosen, would result in a 3 year supply loss. Members pointed out that the numbers would vary according to the depths which would have to be determined on a site by site basis. Thankfully, ADOT recognizes that the value of all materials is determined by the market, proximity, high process cost, and their estimated costs will likely need to be escalated. The 202 to the western terminus will require approximately 3 to 4 million tons to build. If that is not the case where would that material come from?</p> <p>The Cities of Avondale, Goodyear, Buckeye and Phoenix, favor the southern alignment and some have passed resolutions supporting that alternative. Likewise, because of the future Lakin Park Master Planned Community that would be split by the northern alignment Pulte Homes is advocating for the southern alignment. City officials like the development potential for housing, schools, and so forth but where do they intend on getting the material to build it? The southern alignment will be more costly by approximately \$100 million dollars</p>	<p>An extensive public notification effort has occurred to inform the public about this study and the May 17, 2007 open house. The following summarizes the notification efforts:</p> <ul style="list-style-type: none"> ▪ Approximately 9,000 door hangers were distributed in late April within the boundary defined approximately by Buckeye Road on the north, 55th Avenue on the east, Southern Avenue and the Salt and Gila rivers on the south, and Jackrabbit Trail on the north. ▪ Newspaper notices were published in the <i>Buckeye Sun</i>, <i>La Voz</i> and <i>Presna Hispana</i> on May 2 and May 9; in the <i>Buckeye Valley News</i> on May 3 and May 10; and in the <i>Arizona Republic</i> (Community Section Zones 4 and 5) and <i>West Valley View</i> on May 4 and May 11. ▪ Fliers were mailed to more than 700 people on the mailing list. This list included elected officials, agency representatives, and members of the public who had either attended previous public meetings or had requested that they be added to the mailing list. ▪ An announcement of the open house was placed on the study Web site on May 3. The study Web site address www.azdot.gov/valleyfreeways has been printed on all meeting materials released during past public meetings and other ADOT functions. ▪ Another announcement of the open house was published in an electronic newsletter, which gave updates for all ADOT projects in the Southwest Valley. This electronic newsletter was e-mailed to more than 2,080 community members who had expressed an interest in either the South Mountain Freeway and Interstate 10 Widening projects or the Loop 303 and State Route 801 studies. The electronic newsletter was sent on May 16. <p>ADOT worked in collaboration with local governments, including the cities of Avondale, Goodyear and Phoenix, to select an appropriate time/day/location for the meeting and inform the community of the opportunity to learn about the project study and offer input to ADOT.</p>

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Table 4: Comments by Fax and Letter (continued)

Issue	Comment	Response
Support for North Alternative (continued)	<p>and possible more by ADOT's estimates, and this number did not take into account the environmental improvements that would be required to run parallel to the river. At our meeting ADOT representatives threw out an estimated additional \$100,000 for the southern alignment, but initial estimates by industry members is many times higher, possibly by a factor of ten. Summative key points: The lack of communication has placed a major stakeholder at a disadvantage, member concerns with condemnation costs, where will ADOT make up for lost reserves and associated financial impacts are a huge concern, enormous impacts on present riparian habitats, where is ADOT in the Army Corp of Engineers, MCFCD and MCDOT process, and have environmental enhancement costs been considered when the environmental assessment has not been completed?</p> <p>Due to loss of material, comparable costs of the northern vs. southern alignments and environmental concerns of ARPA requests ADOT recommend the northern alignment of the SR 801 as the preferred alternative.</p>	<ul style="list-style-type: none"> ADOT presented some general findings at the meeting that estimated reserve quantities and cost impacts. These values apparently were concerning to the attendees as being inaccurate. In consultation with an expert familiar with the sand and gravel industry, certain assumptions were developed to perform the impact analysis because detailed information is not available due to the proprietary nature of the industry. These assumptions were applied equally to all the properties within the study area so as to not bias the calculations. This information will be used only for the purposes of comparing the "relative" impacts to the reserves between the alternatives being considered. This information will be one of many variables used to select a preferred alternative. This information will not be used by ADOT when and if ADOT decides to acquire a property. <p>If ADOT recommends a preferred build alternative, ADOT's Right-of-Way Group will begin working with each of the property members whose properties would be affected to discuss each specific property's issues. For specific information regarding their right-of-way acquisition process, it is suggested that you contact Nan Wilcox with the ADOT Right-of-Way Group at 602.712.7316.</p> <p>Typically, ADOT prefers to pay fair market value for a specific property at its highest and best use, including any incidental impacts, as part of the acquisition process. As this applies to your industry's specific concern, it is unlikely that ADOT would attempt to "replace" lost reserves or attempt a land swap. Rather, ADOT would most likely let the free market forces replace the reserves.</p> <p>The current riparian habitats and any environmental impacts are being considered as part of the Draft Environmental Assessment. The Draft EA will evaluate these items as if SR 801 were being constructed on either the north or south alignments or if the no-build alternative should be recommended. This document will then present the supporting information regarding why an alignment or no-build alternative was selected as the recommended decision.</p> <p>The study team has been working with the Army Corps of Engineers, the Flood Control District of Maricopa County, and the Maricopa County Department of Transportation to make sure that this study is integrated into their respective projects.</p>

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Table 4: Comments by Fax and Letter (continued)

Issue	Comment	Response
Support for South Alternative	<p>We are strongly in support of the southern alignment located south of Southern Avenue as it is in our opinion the best location for the City of Avondale and likewise for our Shadow Ridge development. Unlike the northern alignment, the southern alignment will not bisect the City and create a divided community and reduce the quality of life for the existing and future residents of the City of Avondale. Additionally, the south route will provide a more efficient way to access Phoenix International Raceway and most likely alleviate traffic that will impede access to our planned development. Thanks you for the opportunity to provide public comment on the proposed alignments. I hope that this letter will help facilitate your decision to proceed with the southern alignment.</p>	<p>Your preference has been noted in the project record.</p>
	<p>Rigby Water Company opposes the north alternative for proposed State Route 801. The northern alignment would bisect Rigby Water Company's service area and create a significant barrier to the orderly provision of water to Rigby Water Company's customer base. In addition, the proposed northern route would needlessly increase the complexity and expense of anticipated expansions of Rigby Water Company's water system.</p> <p>Rigby Water Company joins the municipalities of Phoenix, Avondale, Goodyear, and Maricopa County in supporting the proposed southern alignment for proposed State Route 801. The southern alignment would utilize otherwise unusable land and allow for intelligent and comprehensive growth throughout the area. The northern route, on the other hand, would bisect these municipalities and Rigby Water Company's service area. As such, it would negatively effect growth and impose a significant physical barrier to Rigby Water Company's ability to provide water service to present and future customers.</p>	<p>As a follow up to RWC's comment, the study team collected a RWC service area map to better understand this comment. RWC's comments are noted. However, in response RWC's concerns that the freeway would be a "significant barrier" to their water delivery system, the study team would like to point out that ADOT routinely allows utilities, such as water pipes, to cross the freeway right-of-way consistent with their policies noted in their Guide for Accommodating Utilities on Highway Rights-of-Way".</p>
	<p><i>Form Letter (6/6/07) -- Eight copies received</i></p> <p>As a resident of the Farmington Glen subdivision, I am strongly opposed to your plans to build an I-10 Reliever (SR 801) through my neighborhood. Doing so would require the demolition of many/all of the new homes in my subdivision.</p> <p>I ask that you select the southern most alignment currently being considered, which would put State Route 801 south and east of Farmington Glen and avoid the demolition of homes in my neighborhood.</p>	<p><i>Response letter sent: on 6/12/07</i></p> <p>The final identification of a freeway alignment (or selection of the No-Action Alternative) will come at the conclusion of the environmental assessment process for SR 801. The Draft Environmental Assessment is tentatively scheduled to be completed and available for public review in early 2008. The draft report will be made available for 30 days for the public to review. During that 30-day comment period, a public hearing will be held regarding the contents of the Draft Environmental Assessment. The Final Environmental Assessment is expected to be completed in the summer of 2008, along with the engineering planning study. The public will have another 30-day opportunity to comment on the Final Environmental Assessment. The comments received during both 30-day comment periods will be used by the Arizona Department of Transportation (ADOT) and the Federal Highway Administration in making a decision about SR 801. If an option other than no-action is selected as the preferred alternative, it is anticipated that the initial design will be completed in spring 2009.</p>

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Table 4: Comments by Fax and Letter (continued)

Issue	Comment	Response
Support for South Alternative (continued)		The SR 801 Study Team appreciates your interest in this proposed freeway. The ADOT Web site has updated information, maps, presentations from public meetings and background information on SR 801. This Web site (www.azdot.gov/ValleyFreeways) also includes other ADOT projects and potential projects the agency is currently studying.
	<i>Form Letter (6/7/07) -- Six copies received</i> I am strongly opposed to your plans to build an I-10 Reliever (SR 801) through my neighborhood. I am a new homeowner in the Farmington Glen subdivision. By ADOT running this through my neighborhood, you would not only have to demolish many of the homes here, but would also destroy my quality of life. Listen to the people and support the southern most alignment currently under consideration.	<i>Response letter sent: on 6/12/07</i> The final identification of a freeway alignment (or selection of the No-Action Alternative) will come at the conclusion of the environmental assessment process for SR 801. The Draft Environmental Assessment is tentatively scheduled to be completed and available for public review in early 2008. The draft report will be made available for 30 days for the public to review. During that 30-day comment period, a public hearing will be held regarding the contents of the Draft Environmental Assessment. The Final Environmental Assessment is expected to be completed in the summer of 2008, along with the engineering planning study. The public will have another 30-day opportunity to comment on the Final Environmental Assessment. The comments received during both 30-day comment periods will be used by the Arizona Department of Transportation (ADOT) and the Federal Highway Administration in making a decision about SR 801. If an option other than no-action is selected as the preferred alternative, it is anticipated that the initial design will be completed in spring 2009. The SR 801 Study Team appreciates your interest in this proposed freeway. The ADOT Web site has updated information, maps, presentations from public meetings and background information on SR 801. This Web site (www.azdot.gov/ValleyFreeways) also includes other ADOT projects and potential projects the agency is currently studying.
	<i>Form Letter (6/8/07) -- Five copies received</i> The residents of Farmington Glen subdivision are very concerned about ADOT's plans regarding the new State Route 801. As new homeowners in the area, I urge you to support the southern most alignment planned to be located south of Southern Avenue which would put the new freeway south and east of our subdivision and not require the demolition of homes in our subdivision. Please do not disrupt our quality of life and ruin our property values. Thank you for your consideration.	
	<i>Form Letter (6/11/07) -- Two copies received</i> As a new homeowner in the Farmington Glen subdivision, I strongly support the southern most alignment for the proposed State Route 801. This plan would put the Reliever south and east of my subdivision and not require the demolition of homes in my subdivision or disrupt our quality of life.	
	<i>Form Letter (6/11/07) -- Three copies received</i> I urge you to support the southern most alignment planned to be located south of Southern Avenue for the proposed State Route 801 Alignment. As a homeowner along Broadway Road, the northern alignment, if chosen, would seriously alter my quality of living and destroy my views of the Estrella Mountains. Please do not cut through the City with this new proposed freeway but rather keep it as far south as possible. Thank you for your consideration. Please select the southern alignment! (alternate closing)	
	<i>Form Letter (6/7/07) -- Six copies received</i> As a resident of the Sunset Farms subdivision, I am strongly opposed to your plans to build an I-10 Reliever (SR 801) in such close proximity to my neighborhood. This will disrupt my quality of life and create noise, pollution and traffic in my neighborhood. I ask that you select the southern most alignment currently being considered, which would put State Route 801 south of Sunset Farms not change the beautiful area I live in.	
Development	Miami is developing Shadow Ridge, a 252 acre master planned community located in the City of Avondale's planning area and approximately one quarter mile north of Broadway between Avondale Blvd. and 107 th Ave.	Neither of the proposed alternatives will impact this location. All proposed alternatives are south of Broadway.
Public Involvement/ Information	I would like to receive a copy of the notification list, dates and names of those notified. My mailing address is: Lisa Sutton, 6844 W. Roeser, Phoenix, AZ 85043.	ADOT CCP sent a response letter to Lisa Sutton outlining the notification methods used prior to the public meeting.

(continued on next page)

Table 4: Comments by Fax and Letter (continued)

Issue	Comment	Response
Environmental	<p>Thank you for the opportunity to comment on the proposal to build State Route 801. I am writing on behalf of the Sierra Club's Grand Canyon Chapter and our more than 14,000 members in Arizona to comment on the proposed State Route 801. We have several concerns about the project and would like to be kept informed of any developments or issues relating to it.</p> <p>Because of its scope and potential negative impacts on the Phoenix area's air, land, and water, this project should be evaluated via a full Environmental Impact Statement (EIS). The Federal Highway Administration's regulations (23 CFR Part 771) implementing the National Environmental Policy Act of 1999 [1969], as amended (NEPA, 42 U.S.C. 4321-4347) makes it clear that an Environmental Impact Statement is needed for a project of this nature. The relevant passage is CFR 771.115(a)(1-2) which states that: Actions that significantly affect the environment require an EIS (40 CFR 1508.27). The following are examples of actions that normally require an EIS. (1) A new controlled access freeway. (2) A highway project of four or more lanes on a new location.</p> <p>We continue to question the purpose and need for this project which is often referred to as the "I-10 Reliever." Building additional freeways and roads to address congestion problems on I-10 will provide temporary relief at best and has great potential for doing significant environmental harm. In developing the EIS, we ask that you evaluate the additional development of this freeway will facilitate, the increase in the number of cars, and the number of vehicle miles traveled it will facilitate. We also ask that you analyze the negative impacts including on air quality and traffic congestion that the additional development will promote. Any NEPA analysis should include a detailed analysis on air quality including the cumulative impacts.</p> <p>In conducting the evaluation and developing the alternatives, we ask that you consider mass transit including additional light rail, commuter rail, and bus rapid transit. A rail alternative and other mass transit options should be evaluated. This could significantly affect air quality in a positive way and do a lot more to relieve traffic congestion.</p> <p>Both proposed routes, as indicated on the flyer, have great potential to negatively impact our communities, but we are particularly concerned about the proposed southern route – it appears to run very closely along the Gila River. This route will destroy riparian vegetation, displace wildlife, and also will likely negatively affect the surface water quality.</p> <p>We are very concerned about the impacts on wildlife, especially if the southern route is established. There is likely to be a significant increase in the amount of roadkill as well as a great deal of disturbance for any riparian dependent species. Wildlife is increasingly getting squeezed throughout the Valley.</p> <p>Finally, we were not noticed of this proposal or the comment deadline and just happened to find out about it. Please be sure to check your lists and keep us in the loop on this and other freeway projects.</p> <p>We ask that you keep us informed about any decisions relating to this matter.</p>	<p>Thank you for your interest in the State Route (SR) 801 study. Your input is an important aspect of the proposed SR801 study.</p> <p>The final identification of a freeway alignment (or selection of the No-Action Alternative) will come at the conclusion of the environmental assessment process for SR 801. The Draft Environmental Assessment is tentatively scheduled to be completed and available for public review in early 2008. The draft report will be made available for 30 days for the public to review. During that 30-day comment period, a public hearing will be held regarding the contents of the Draft Environmental Assessment. The Final Environmental Assessment is expected to be completed in the summer of 2008, along with the engineering planning study. The public will have another 30-day opportunity to comment on the Final Environmental Assessment. The comments received during both 30-day comment periods will be used by the Arizona Department of Transportation (ADOT) and the Federal Highway Administration in making a decision about SR 801. If an option other than no-action is selected as the preferred alternative, it is anticipated that the initial design will be completed in spring 2009.</p> <p>The SR 801 Study Team appreciates your interest in this proposed freeway. The ADOT Web site has updated information, maps, presentations from public meetings and background information on SR 801.</p> <p>This Web site www.azdot.gov/ValleyFreeways) also includes other ADOT projects and potential projects the agency is currently studying.</p>